Attachment 8 - Jurisdictional scan of Vision Zero initiatives

						San					Washington,		
	Toronto	Edmonton	Vancouver	Ottawa	Montreal	Francisco	NYC	Chicago	Portland	Seattle	D.C.	Boston	LA
1. Supportive infrastructure/ Planning													
1.1 Safety Action Plan (Vision Zero)/ Strategy	~	\checkmark	\checkmark	\checkmark	✓	\checkmark	\checkmark	✓	✓	✓	✓		\checkmark
1.2 Vision Zero Steering Committee	✓	✓	✓	\checkmark	✓	✓	\checkmark		✓	✓	✓	 ✓ 	✓
1.3 Dedicated Program Delivery Team	\checkmark	✓			✓	✓	\checkmark	✓	✓	✓	✓	 ✓ 	✓
2. Engineering													
2.1 Informative signage													
a. Advisory/cautionary signs (e.g. "State Law: Stop for Pedestrians"; "High Bicycle Activity													
Zone")	\checkmark	✓	✓	\checkmark	✓	\checkmark		\checkmark	✓	✓	\checkmark	1	
b. Dynamic message signs with safety messaging	\checkmark	✓	✓	\checkmark	✓	✓	\checkmark	✓		✓	✓		✓
c. Remove unnecessary and/or confusing signage	\checkmark						\checkmark		✓	✓	✓		
d. Speed indicator signs	\checkmark	✓	✓			\checkmark	\checkmark	✓	√	✓	\checkmark	✓	✓
2.2 Perform engineering reviews at all traffic fatality and high collision locations and at scenes													
of crashes	\checkmark					\checkmark	\checkmark	\checkmark		✓		✓	
2.3 Restrictions on street access		-						•	•	•			•
a. Pedestrian only streets							\checkmark		✓		\checkmark	✓	
b. Restrict car access in the city center						✓							
2.4 Shared-space area for cars, bicyclists and pedestrians	\checkmark					\checkmark		✓	√			✓	
2.5 Signal hardware additions									•	•			
a. Bicycle signals	\checkmark		✓			\checkmark	\checkmark	✓	✓	✓	\checkmark		✓
b. Pedestrian countdown signals	\checkmark	✓	\checkmark	\checkmark	✓	\checkmark	\checkmark	✓	√	✓	\checkmark	\checkmark	\checkmark
c. Protected turns (turn pockets & signal phasing)	\checkmark	✓	✓	\checkmark	✓	\checkmark	\checkmark	✓	✓	✓	✓	✓	\checkmark
d. Rapid flash beacons	✓					\checkmark		✓	✓	✓	✓		✓
e. Automated Pedestrian Detection	✓							✓	✓				
f. Automated Cyclist Detection	\checkmark	✓											
g. Increase (Older Adult) Crossing Times	✓				✓	\checkmark	\checkmark	1				✓	
2.6 Signal hardware uses			•		•	1 1		•			•	-	•
a. Leading bike interval			✓		✓	\checkmark	\checkmark	✓		✓	✓		
b. Leading pedestrian interval	\checkmark		\checkmark		✓	\checkmark	\checkmark	✓	√	✓	\checkmark	\checkmark	\checkmark
c. Pedestrian scrambles (exclusive pedestrian phase)	\checkmark					\checkmark	\checkmark	✓		\checkmark	\checkmark		✓
d. Accessible Pedestrian Signals (APS)	\checkmark	✓		\checkmark		\checkmark	\checkmark	✓	✓	✓	✓	✓	\checkmark
2.7 Slow Zones		•			•	•		•	•	•			•
a. Arterial slow zones	✓	✓			✓	\checkmark	\checkmark	✓	✓	✓		[
b. Senior slow/safety zones	\checkmark					\checkmark	\checkmark			✓		✓	
c. Slow zones around schools/ local streets	✓	✓		\checkmark	✓	\checkmark	\checkmark	✓	✓	✓	✓	✓	✓
2.8 Road design		•	•		•	1		•			•		•
a. Advance stop or vield lines	✓	✓	✓	\checkmark	✓	\checkmark	\checkmark	✓	✓	✓	✓	✓	✓
b. Enhanced sharrow markings	✓	✓	✓	\checkmark	✓	\checkmark	\checkmark	✓	✓			✓	
c. High visibility crosswalk (continental crosswalk)	✓		✓		✓	\checkmark	\checkmark	✓	✓	✓	✓	✓	✓
d. Increase street lighting to improve visibility in high crash locations	✓		✓		✓	\checkmark	\checkmark	✓	✓	✓	✓		✓
e. Lane narrowing	✓	✓	✓	\checkmark	✓	\checkmark	\checkmark	✓	✓	✓	✓	✓	✓
f. Pedestrian refuge islands and medians	✓	✓	✓	\checkmark	✓	\checkmark	\checkmark	✓	✓		✓	✓	✓
g.Separated bike lanes	✓	✓	✓	\checkmark	✓	\checkmark	\checkmark	✓	✓	✓	✓		✓
h.Restrict parking near intersections (aka "daylighting")	✓					\checkmark	\checkmark	✓			✓		✓
i.Road diet	✓	✓	✓	\checkmark	✓	\checkmark	\checkmark	✓	✓	✓	✓	✓	✓
j.Roundabouts		✓	✓	\checkmark	✓	\checkmark		1	✓	✓	✓		✓
k.Speed humps, chicanes, diagonal parking, bulb outs, raised crosswalks (general traffic								1					
calming measures)	\checkmark	✓	✓	\checkmark	✓	\checkmark	\checkmark	✓	✓	✓	\checkmark	✓	✓
I. Context sensitive design guidelines for corner radii	✓		✓				✓			✓			
2.9 Dedicated program for completing the sidewalk network	✓	✓	✓	\checkmark	✓	 ✓ 	\checkmark	✓	✓	✓	✓	 ✓ 	√
2.10 Enhanced Cycling Facilities	\checkmark	✓	✓		✓	 ✓ 	\checkmark		✓	✓	✓	 ✓ 	
3. Education													
3.1 Bike and safety/crosswalk ambassadors		✓				✓		✓	✓	√	✓		√
3.2 Educate state level organizations on city actions and Vision Zero commitments to broaden		1	1					1			1	('	
understanding of Vision Zero's impact on pedestrian/bike/traffic fatalities and injuries	\checkmark					✓	\checkmark		✓	✓	NA	 ✓ 	
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IE6.8 Attachment 8

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3.3 Encode with community paid organizations and absorbed - <th></th> <th>Toronto</th> <th>Edmonton</th> <th>Vancouver</th> <th>Ottawa</th> <th>Montreal</th> <th>Francisco</th> <th>NYC</th> <th>Chicago</th> <th>Portland</th> <th>Seattle</th> <th>D.C.</th> <th>Boston</th> <th>LA</th>		Toronto	Edmonton	Vancouver	Ottawa	Montreal	Francisco	NYC	Chicago	Portland	Seattle	D.C.	Boston	LA
3.4 Hale mode determines into a lay in control on production name only information on the complexituations and non-section name on the complexituation o	3.3 Engage with community based organizations and advocates	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
3.9. Mole strateging 1.9. 1.9. 1.9. 1.9. 1.9. 1.9. 1.9. 1.9.	3.4 Helmet focused education	✓					✓	✓	✓	✓	✓		✓	✓
addity and sequenting <td>3.5 Mass media/communication education campaign focused on pedestrian awareness, bike</td> <td></td>	3.5 Mass media/communication education campaign focused on pedestrian awareness, bike													
3.0 Mossare in nurnees the consplications for globales for globales for globales for globales while constrainting while while constraints while while constrainting while w	safety, and/or speeding	\checkmark	\checkmark	✓	~	\checkmark	✓	\checkmark	✓	\checkmark	✓	\checkmark	✓	\checkmark
ughts 6.0 v v v v<	3.6 Measures to increase the conspicuousness of bicyclists (e.g. promotion of reflector vests,													
3.7. Orientaries andreakes and encompares and encompares / <td>lights, etc.)</td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td></td> <td>✓</td> <td>\checkmark</td> <td>✓</td> <td>\checkmark</td> <td>✓</td> <td>\checkmark</td> <td></td> <td></td>	lights, etc.)	✓		✓			✓	\checkmark	✓	\checkmark	✓	\checkmark		
3.3 Transport decision scales on each or participants /	3.7 Outreach to schools to educate students on bike/pedestrian/traffic safety	✓		✓	✓		✓	✓	✓	✓	✓	✓	✓	✓
3.3 To an aly atom Univolution along and bailing ·	3.8 Targeted education/outreach to high priority areas	✓					✓	✓	✓	✓	✓	✓		✓
3.10 Training for sense classes on validing and boing ·	3.9 Train city staff on Vision Zero safety priorities	✓					✓	✓		✓	✓		✓	✓
3.11 Updale affore transings to rehead my stately issue and concerna 1 <th1< th=""> 1 1</th1<>	3.10 Trainings for senior citizens on walking and biking	✓					✓	✓	✓			✓		
3.12 Weakes decicated to bisepadestaministrating single passes and cancerns I <td>3.11 Update officer trainings to reflect new safety priorities and regularly conduct trainings</td> <td>✓</td>	3.11 Update officer trainings to reflect new safety priorities and regularly conduct trainings	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4 Information	3.12 Website dedicated to bike/pedestrian/traffic safety issues and concerns	\checkmark	~	~	\checkmark	~	✓	✓	✓	✓	✓	✓	✓	✓
4.1 Automated enforcement a. Block hox cames i<	4. Enforcement													
a. Block the box carriera Image: Book the box carriera	4.1 Automated enforcement													
b. Palarle-by-jed Crosswalk campa Image: marked	a. Block the box camera											✓		
cl. length um camean cl. length um camean <td< td=""><td>b. Failure-to-yield crosswalk camera</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>\checkmark</td><td></td><td></td></td<>	b. Failure-to-yield crosswalk camera											\checkmark		
d) Oversize vehicle camera	c. Illegal turn camera													
e. Point by point camera / </td <td>d. Oversize vehicle camera</td> <td></td> <td>✓</td> <td></td> <td></td>	d. Oversize vehicle camera											✓		
1. Red light camera /	e. Point to point camera					1								
9. Speed camera / / / / //	f. Red light camera	✓	✓	✓			✓	\checkmark	✓	\checkmark	✓	\checkmark		✓
4.2 Convene regular meetings of transportation leaders and the police department to review / <td>g. Speed camera</td> <td>✓</td> <td>✓</td> <td>✓</td> <td></td> <td></td> <td>✓</td> <td>\checkmark</td> <td>✓</td> <td>\checkmark</td> <td>✓</td> <td>\checkmark</td> <td></td> <td>\checkmark</td>	g. Speed camera	✓	✓	✓			✓	\checkmark	✓	\checkmark	✓	\checkmark		\checkmark
traffic safety performance and determine strategies for improvement v	4.2 Convene regular meetings of transportation leaders and the police department to review					1								
4.3 DU beckpoints V	traffic safety performance and determine strategies for improvement	✓	✓			✓	✓	\checkmark	✓		✓		✓	
4.4 High Visibility entrocement ✓	4.3 DUI checkpoints	✓	✓	✓	✓	✓	✓	✓	✓			✓		✓
4.5. Increase enforcement against dangerous moving volations (speeding, faling to yield to my proving volations, faling to my proving volations, faling to yield to my pro	4.4 High visibility enforcement	✓					✓	✓	✓		✓	✓	✓	
pedestinans. signal violations. improper trunsitilegal turns. phoning/texting while driving) v </td <td>4.5 Increase enforcement against dangerous moving violations (speeding, failing to vield to</td> <td></td>	4.5 Increase enforcement against dangerous moving violations (speeding, failing to vield to													
4.6 Investigate crashes that result in difficial injuries ✓ <td>pedestrians, signal violations, improper turns/illegal turns, phoning/texting while driving)</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>\checkmark</td> <td>✓</td> <td>✓</td> <td>\checkmark</td> <td>✓</td> <td>\checkmark</td> <td>✓</td> <td>\checkmark</td> <td></td> <td>✓</td>	pedestrians, signal violations, improper turns/illegal turns, phoning/texting while driving)	✓	✓	✓	\checkmark	✓	✓	\checkmark	✓	\checkmark	✓	\checkmark		✓
47. Random breadling v	4.6 Investigate crashes that result in fatalities as well as crashes that result in critical injuries	✓	✓	✓	✓	✓	✓	✓	✓		✓			
4.8. Update technology that assists with capturing crash data and/or speed detection ✓	4.7 Random breath testing													
5. Monitoring, Analysis, and Evaluation	4.8 Update technology that assists with capturing crash data and/or speed detection	✓					✓	✓						✓
5.1 Comparative data system linking social and environment factors with injury data ✓	5. Monitoring, Analysis, and Evaluation		<u> </u>											
5.2 Continuel, practive monitoring and feedback gathering from the community on their safety issues and concerns v	5.1 Comparative data system linking social and environment factors with injury data	✓	✓				✓	✓					✓	✓
safety issues and concerns ·	5.2 Continual, proactive monitoring and feedback gathering from the community on their													
⁶ .3 Engage in public health surveillance on traffic-related hospitalizations and fatalities ⁷	safety issues and concerns	✓	✓	✓	✓	✓	✓	\checkmark	✓		✓		✓	
5.4 Independent review/audit of safety program ✓ <t< td=""><td>5.3 Engage in public health surveillance on traffic-related hospitalizations and fatalities</td><td>✓</td><td></td><td></td><td>✓</td><td></td><td>✓</td><td>✓</td><td>✓</td><td></td><td>✓</td><td></td><td>✓</td><td></td></t<>	5.3 Engage in public health surveillance on traffic-related hospitalizations and fatalities	✓			✓		✓	✓	✓		✓		✓	
5.5 Interagency sharing of collision and other key data v	5.4 Independent review/audit of safety program	✓	✓		✓									
5.6 Publish city-wide collision report /	5.5 Interagency sharing of collision and other key data	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
5.7 Routine evaluation of effectiveness of traffic safety interventions ✓	5.6 Publish city-wide collision report	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
5.8 Website with relevant safety data collected in a timely manner ✓	5.7 Routine evaluation of effectiveness of traffic safety interventions	✓						✓		✓	✓			
6. Policy Local 6.1 Measures to reduce traffic volumes a. Congestion pricing a. Implement Complete Streets policy stress to reduce car dependence/ improve transit /promote walking and biking a. Implement Complete Streets policy stress to reduce traffic volumes a. Implement Complete Streets policy stress to reduce traffic volumes a. Implement Complete Streets policy stress to reduce traffic volumes a. Implement Complete Streets policy stress to reduce traffic volumes a. Implement Complete Streets policy stress to reduce traffic volumes stres to reduce traffic volumes	5.8 Website with relevant safety data collected in a timely manner	✓	√	✓	✓	✓	✓	\checkmark			✓			
Local 6.1 Measures to reduce traffic volumes a. Congestion pricing <	6. Policy		<u>.</u>											
6.1 Measures to reduce traffic volumes a. Congestion pricing a. Congestion pricing b. Crosscutting measures to reduce car dependence/ improve transit /promote walking and biking a. Implement Complete Streets policy ✓ b. Transportation Demand Management Program ✓ ✓ ✓ 6.3 Mandatory helmet law (18+) ✓ 6.4 No right turn on red (city-wide) ✓ 6.5 Pre-pay for morning parking to discourage drinking and driving ✓ 6.6 Restrict deliveries to off peak hours to remove trucks from the busiest streets to improve ✓ ✓	Local													
a. Congestion pricing Image: Constructing measures to reduce car dependence/ improve transit / promote walking and biking a. Implement Complete Streets policy V	6.1 Measures to reduce traffic volumes													
6.2 Crosscutting measures to reduce car dependence/ improve transit /promote walking and biking a. Implement Complete Streets policy ✓ b. Transportation Demand Management Program ✓ ✓ ✓ 6.3 Mandatory helmet law (18+) ✓ 6.4 No right turn on red (city-wide) ✓ 6.5 Pre-pay for morning parking to discourage drinking and driving ✓ 6.6 Restrict deliveries to off peak hours to remove trucks from the busiest streets to improve ✓ ✓ ✓ ✓ 6.7 Policies targeted at protecting vulnerable users ✓ a. Classify traffic-related incidents as collisions and not accidents ✓ ✓<	a. Congestion pricing							\checkmark						
a. Implement Complete Streets policy ✓	6.2 Crosscutting measures to reduce car dependence/ improve transit /promote walking and b	iking				•					•			
b. Transportation Demand Management Program Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as collisions and not accidents Image: constraint of the parties as constraint of the parties	a. Implement Complete Streets policy	<					✓		✓	✓	✓	✓		✓
6.3 Mandatory helmet law (18+) Image: Constraint of the	b. Transportation Demand Management Program	✓	✓				✓	\checkmark	✓	\checkmark	✓	\checkmark	✓	✓
6.4 No right furn on red (city-wide) Image: city wide) Image: city wide	6.3 Mandatory helmet law (18+)		1	1		1	1		1		✓			
6.5 Pre-pay for morning parking to discourage drinking and driving Image: Comparison of the park hours to remove trucks from the busiest streets to improve from the busiest streetsto improve from the busiest streets to improve from the	6.4 No right turn on red (city-wide)		1	✓				\checkmark				✓		
6.6 Restrict deliveries to off peak hours to remove trucks from the busiest streets to improve ✓	6.5 Pre-pay for morning parking to discourage drinking and driving	Ì	1								✓			
road safety and ease congestion✓✓✓ <th< td=""><td>6.6 Restrict deliveries to off peak hours to remove trucks from the busiest streets to improve</td><td>Ì</td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	6.6 Restrict deliveries to off peak hours to remove trucks from the busiest streets to improve	Ì	1											
6.7 Policies targeted at protecting vulnerable users a. Classify traffic-related incidents as collisions and not accidents √ Image: A parase (threaten verbally or physically) a vulnerable user	road safety and ease congestion	✓					✓	\checkmark						
a. Classify traffic-related incidents as collisions and not accidents \checkmark	6.7 Policies targeted at protecting vulnerable users	•												
h llegal to barges (threaten verbally or physically) a vulgerable user	a. Classify traffic-related incidents as collisions and not accidents	✓					✓	\checkmark	✓	✓			✓	
	b. Illegal to harass (threaten verbally or physically) a vulnerable user	1	1											✓

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B.B. Target subty improvements in subcol mease V V V <th< th=""><th></th><th>Toronto</th><th>Edmonton</th><th>Vancouver</th><th>Ottawa</th><th>Montreal</th><th>Francisco</th><th>NYC</th><th>Chicago</th><th>Portland</th><th>Seattle</th><th>D.C.</th><th>Boston</th><th>LA</th></th<>		Toronto	Edmonton	Vancouver	Ottawa	Montreal	Francisco	NYC	Chicago	Portland	Seattle	D.C.	Boston	LA
State Provide Reference State Provide Reference NA V NA V V NA 6.19 Ange statesprinted used interants -	6.8 Target safety improvements to school areas	\checkmark	\checkmark	\checkmark		✓	\checkmark	\checkmark	✓	\checkmark	✓	\checkmark	\checkmark	\checkmark
63.4 Alges stategrowinds level twoids Zero Death policy with load level Winds Zero Death policy with ausgester or order. -	State/Provincial/Federal													
6.10 Plackies trageted at containe - deduction - <t< td=""><td>6.9 Align state/provincial level towards Zero Death policy with local level Vision Zero policy</td><td></td><td></td><td></td><td></td><td></td><td>✓</td><td>NA</td><td></td><td></td><td>✓</td><td>✓</td><td></td><td></td></t<>	6.9 Align state/provincial level towards Zero Death policy with local level Vision Zero policy						✓	NA			✓	✓		
a. Charge point people point any structure so that dangerous offenses are punished with the most of the point of the subgerous offenses are punished with the most of the point of the subgerous offenses are punished with the most of the point of the subgerous offenses are punished to the point of the subgerous offenses are punished to the point of the subgerous offense are punished to the point of the subgerous offense are punished to the point of the subgerous offense are punished to the point of the subgerous of	6.10 Policies targeted at collision reduction													
enverte point values /	a. Change point penalty structure so that dangerous offenses are punished with the most													
b. Increase genalises for driving with second of crash	severe point values	\checkmark			✓			\checkmark						
c. Increase penalties for leving the score of a crash ✓	b. Increase penalties for driving with a suspended license							✓	✓					
6.1 Policies transfeld any other offices. Licking, all time for careless driving (e.g., injuring a pedestination) constraints, etc.) v <	c. Increase penalties for leaving the scene of a crash							✓	✓					
a. Increase consequences (fines, lickets, juil trule) for careless driving (e.g., linguing a period weight of year possesting etc.) v <t< td=""><td>6.11 Policies targeted at protecting vulnerable users</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	6.11 Policies targeted at protecting vulnerable users													
padestinubicyclist, falling to stop and give right of way to padestrians in crosswake, etc.)	a. Increase consequences (fines, tickets, jail time) for careless driving (e.g. injuring a													
b. Mandatory for cars to give at least three foot of dearance when passing a bicycles in the control the path other traffic, including bicycles and protects in federal and (ask "action"). v	pedestrian/bicyclist, failing to stop and give right of way to pedestrians in crosswalks, etc.)							\checkmark	✓			✓		
same land "three-dot lue") ·	b. Mandatory for cars to give at least three feet of clearance when passing a bicycle in the													
c. Ticket and fine motorists who open a door into the path other traffic. including bicycles <td>same lane (aka "three-foot rule")</td> <td>\checkmark</td> <td></td> <td></td> <td></td> <td></td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td></td> <td>✓</td> <td></td> <td>\checkmark</td>	same lane (aka "three-foot rule")	\checkmark					✓		✓			✓		\checkmark
and pederitans (alta "dooring") ·	c. Ticket and fine motorists who open a door into the path other traffic, including bicycles													
d. Vulnerable User law c v <td>and pedestrians (aka "dooring")</td> <td>\checkmark</td> <td></td> <td></td> <td>✓</td> <td></td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td>	and pedestrians (aka "dooring")	\checkmark			✓		✓	✓	✓	✓	✓	✓	✓	✓
16.12 Variable speed limits via signage Image in a dyname Vision advance Vision federal projects in taxis fragmented projects in taxis in targened projection pr	d. Vulnerable User law							✓	✓	✓	✓		✓	
6.13 dentify opportunities to advance Vision Zeto policies, practices and projects in federal programs with Instruction programs with Instructi	6.12 Variable speed limits via signage							✓						
programs with Transportation Ministry/Department and Legislature v <	6.13 Identify opportunities to advance Vision Zero policies, practices and projects in federal													
6.14 Lower alcohol limit Image: Construction of the set of the s	programs with Transportation Ministry/Department and Legislature						✓	✓	✓					
7. Vehicle Safety -	6.14 Lower alcohol limit													
7.1 Heavy Goods/ Large Vehicle Task Force to suggest safely improvements and monitor regulations //	7. Vehicle Safety	-									•			
regulations r <th< td=""><td>7.1 Heavy Goods/ Large Vehicle Task Force to suggest safety improvements and monitor</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></th<>	7.1 Heavy Goods/ Large Vehicle Task Force to suggest safety improvements and monitor													
7.2 Install blind spot mirrors at the most hazardous intersections to help large vehicle drivers better see bicyclists	regulations						✓	\checkmark				✓		
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7.7 Driver awareness systems to alert the driver to the presence of pedestrians near the vehicle (e.g. cameras, sensors) v	7.6 Alcohol interlocks in government and commercial fleets							✓						
vehicle (e.g. cameras, sensors) ·	7.7 Driver awareness systems to alert the driver to the presence of pedestrians near the													
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7.9 Lane departure warning assistance ✓	speed limit							\checkmark						
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KEY

✓ = Planned/ A Priority/ In Process/ In Practice
 NA= Not applicable
 P = Proven R = Recommended U = Unknown

Reference: Modified from TABLE 2 - Traffic Safety Best Practices Matrix in "A Vision for Transportation Safety: A Framework for Identifying Best Practice Strategies to Advance Vision Zero" (2016). by A. Fleisher, M.Wier & M. Hunter. Transportation Research